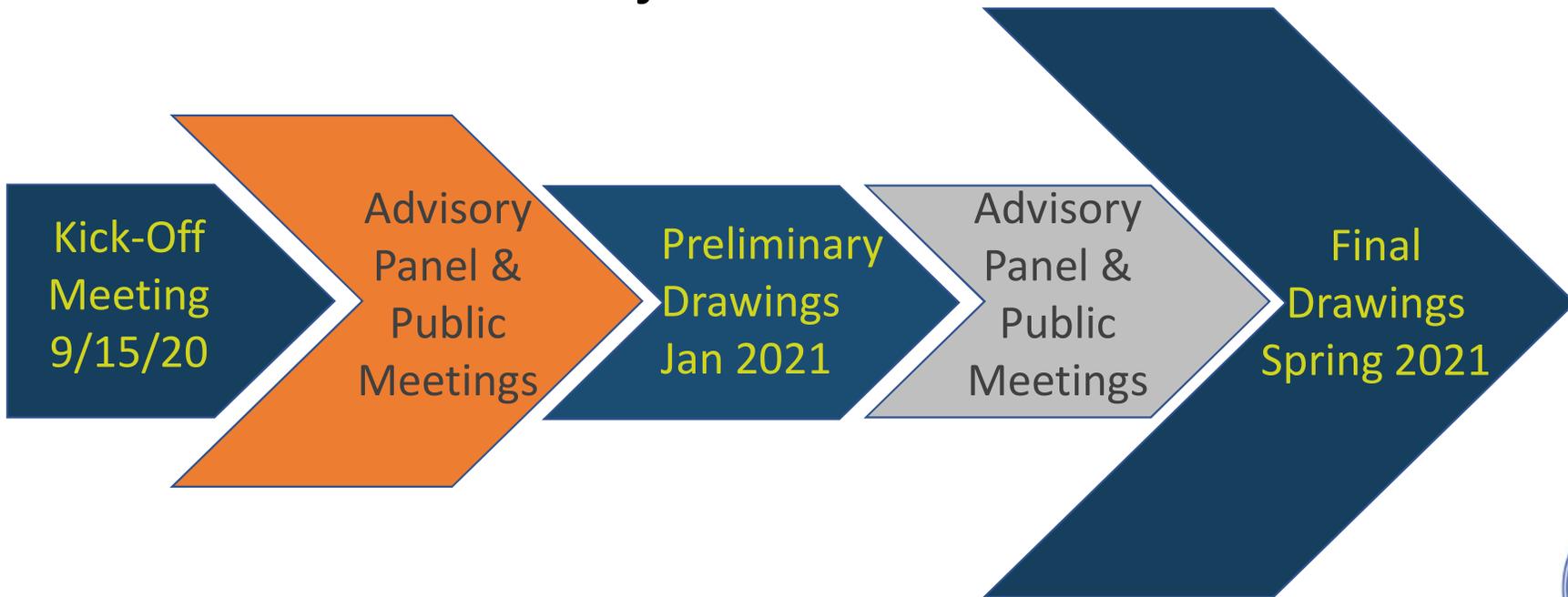


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Project Timeline



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Agenda

- Introduction
- Elements
 - Active Roadway
 - Bicycle Accommodations
 - Transit
 - Pedestrian Infrastructure
 - Green Space
- Wrap Up



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Project Team

- City of Hartford
 - Aimee Chambers, Director of Planning & Zoning
 - Paul Bengtson, Principal Planner – Project Manager
paul.bengtson@hartford.gov or (860) 757 – 9056
- VHB (Vanasse Hangen Brustlin)
 - Steve O’Neill, Director of Transportation Engineering



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The project includes Main Street from Earle Street to the City Limits, and Windsor Street from Boce Barlow Way to Main Street.



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Planning History for the Project:

- 2005 Streetscape and Retail Implementation Plan
- 2007 Streetscape Improvements
- 2008 Terry Square Trident Plan
- 2015 Northeast Hartford Market Assessment
- 2016 Zoning Overhaul
- 2015-2016 Streetscape Design work
- 2019 Bicycle Master Plan
- 2020 Hartford City Plan



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Hartford City Plan

- Identified as a ‘transformative project’ intended to knit the community back together physically while helping to catalyze growth and foster a sense of unity and pride.
 - Transform Terry Square with streetscape improvements and mixed-use buildings and extend redevelopment northward to the Fuller Brush Building, encompassing existing social and cultural clubs.
- Identified Terry Square as one of five ‘unimproved trident intersections’ to be upgraded to improve conditions for all users.
- Enhance the streetscape and small businesses within the ‘North Main Culture Corridor’ to improve function and cohesion of this thriving area.



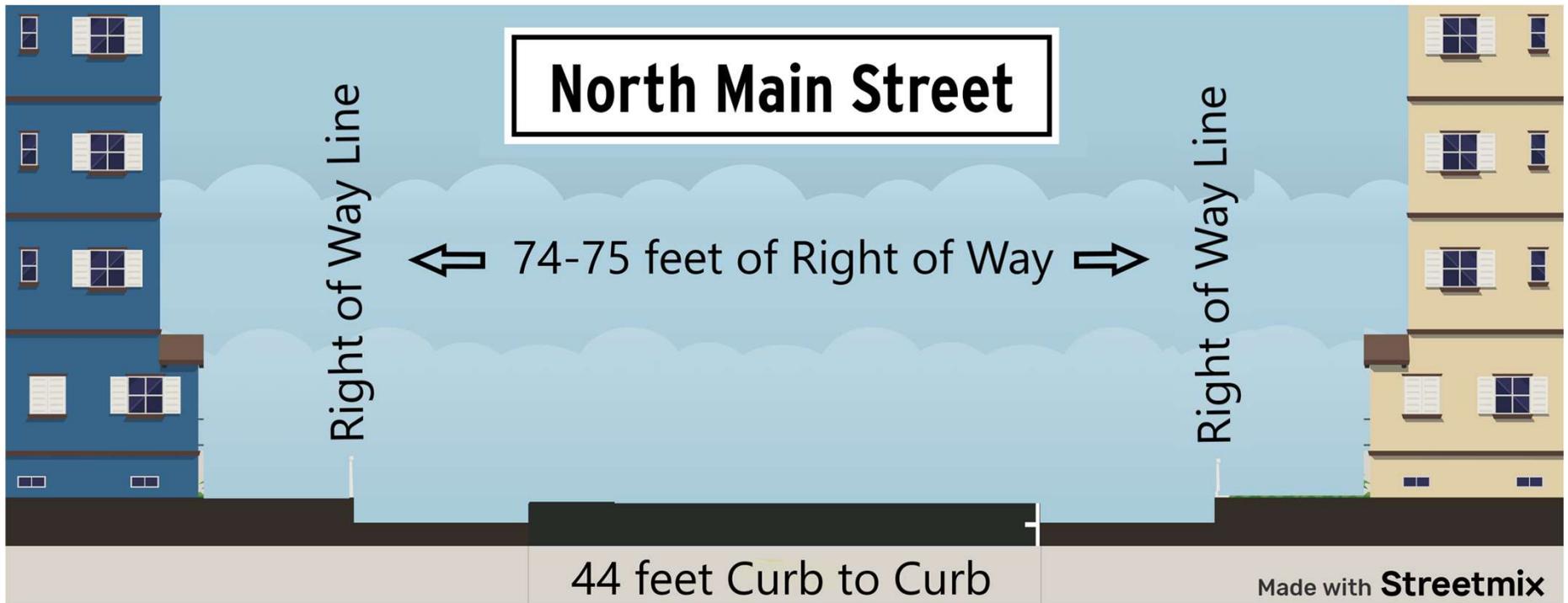
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Goals:

- Transformative
- A public right of way that is planned, designed, constructed, operated, and maintained in such a way as to enable safe, comfortable and convenient access along and across the right-of-way by users of all ages and abilities.
- Contribute toward the safety, health, economic vitality, and the quality of life in a community by providing safe, convenient, efficient connections between home, school, work, recreation, and other destinations. It will improve the city's existing transportation network by facilitating a variety of transportation modes and by creating a connected, comprehensive network.



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- Traffic volumes range from 14,000 to 16,000 vehicles per day
- In addition to serving as a route from Downtown Hartford to the Town of Windsor, Main Street North also serves as the neighborhood thoroughfare for the North East neighborhood of Hartford, a regional business, retail, and commercial destination, and as an access route for Interstate 91.



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Meeting 1 Elements:

- Active Roadway
- Bicycle Accommodations
- Transit
- Pedestrian Infrastructure
- Green Space

Meeting 2 Elements:

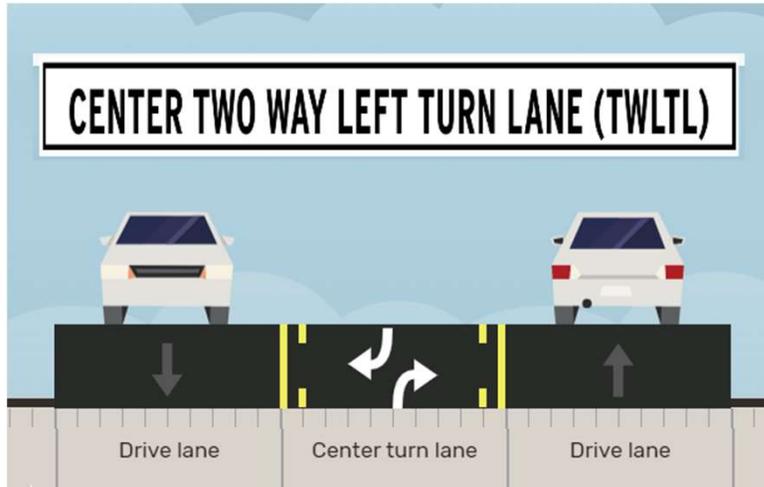
- Conflict Reduction / Traffic Calming
- Parking
- Windsor Street
- Boce Barlow Extension
- Outside the Right of Way



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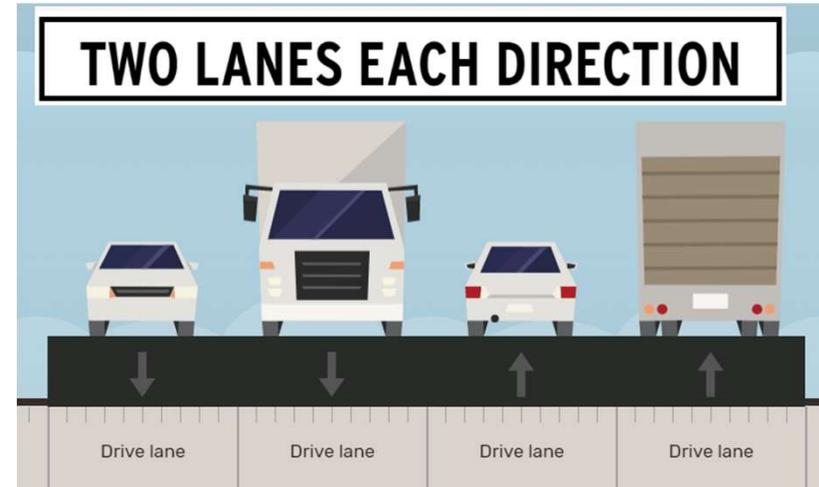
Active Roadway - Existing

Majority



One lane of vehicle traffic in each direction with a two-way left-turn lane (TWLTL) in the center

Portions



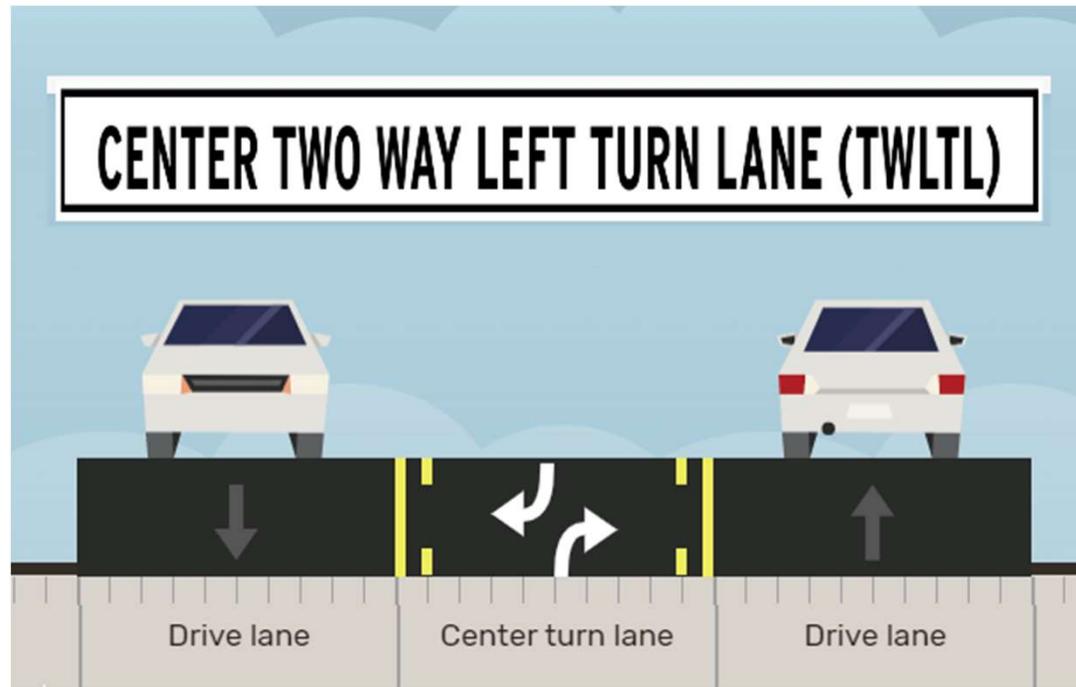
North of tower and near the Windsor Street intersection it transitions to two vehicle lanes in each direction



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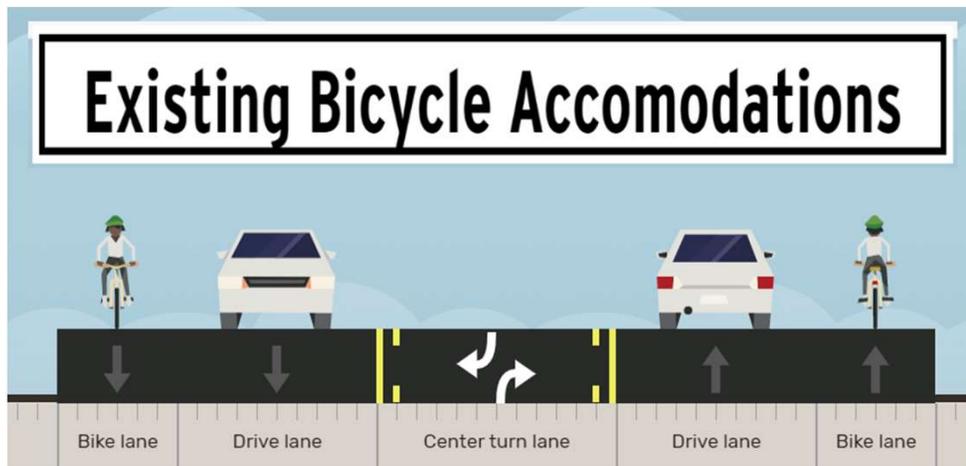
Active Roadway

The 2015-2016 streetscape planning process contemplated extending the Center Two Way Left Turn Lane the entire corridor



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Bicycle Accommodations - Existing Majority Portions



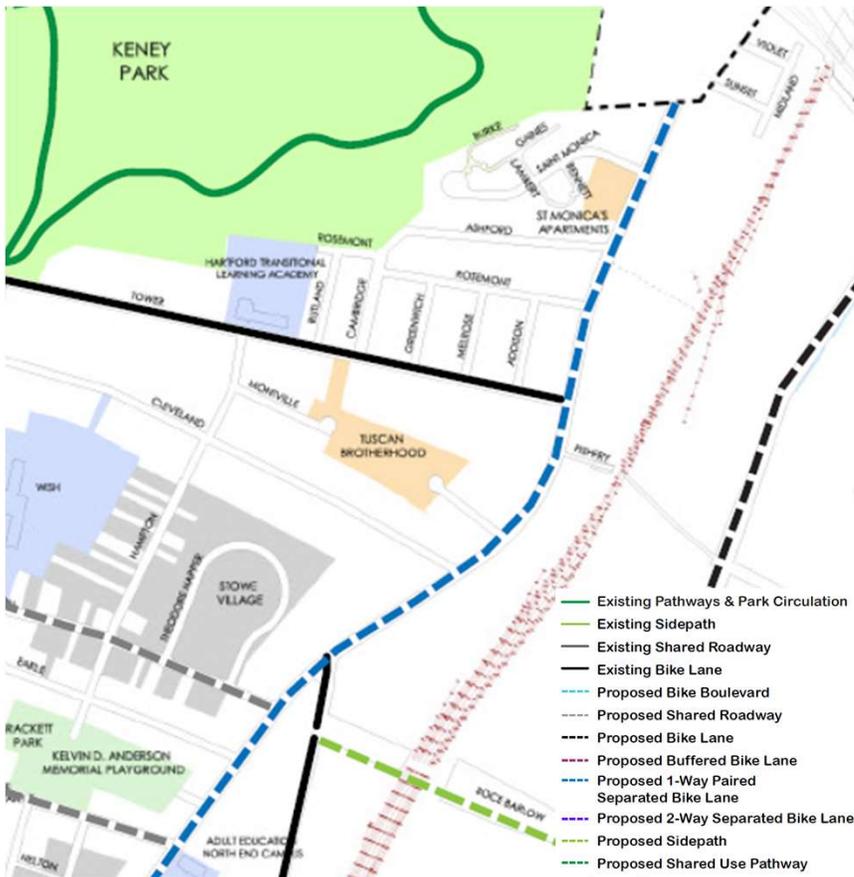
One lane of vehicle traffic in each direction with a two-way left-turn lane (TWLTL) in the center

North of tower and near the Windsor Street intersection it transitions to two vehicle lanes in each direction



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Bicycle System – 2019 Bicycle Master Plan



Corridor:

Main Street – Existing Bike Lane (portion)

Proposed 2 Way Separated Bike Lane

Connections:

Tower Avenue – Existing Bike Lane

Kensington Avenue – Proposed Shared Roadway

Boce Barlow Way – Proposed Sidepath

Windsor Street – Existing Bike Lane



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2019 Bicycle Master Plan

- Adopted to implement the City's complete streets plan
- Recommends a physically separated bicycle lanes on each side of the street
 - Can be on street level with a physical barrier from travel lanes
 - Can be at sidewalk level with the curb serving as the barrier
- Recommended based on corridor traffic volumes and speed
- Eventual connection to downtown and similar facilities throughout the city



CONNECTICUT
HOUSE DEMOCRATS

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Bicycle Accommodations - Possibilities

Bike Lanes



Bike Racks and Furniture



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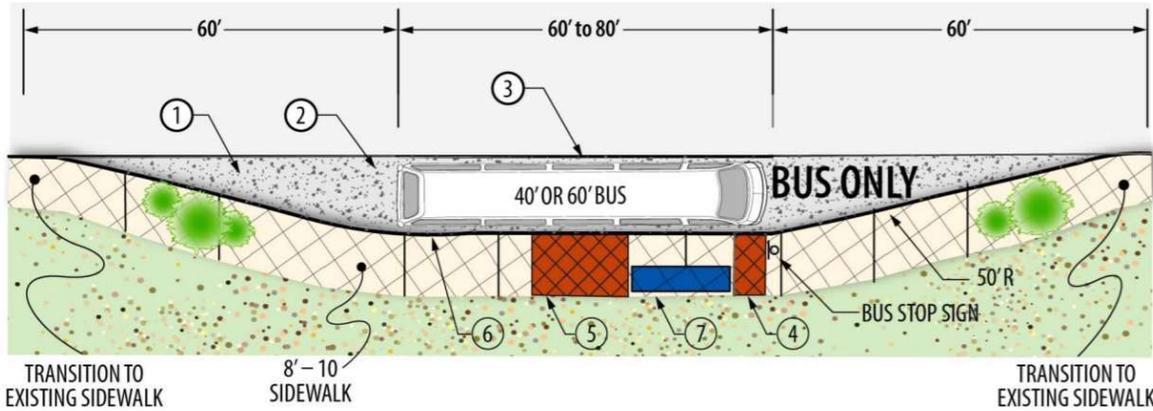
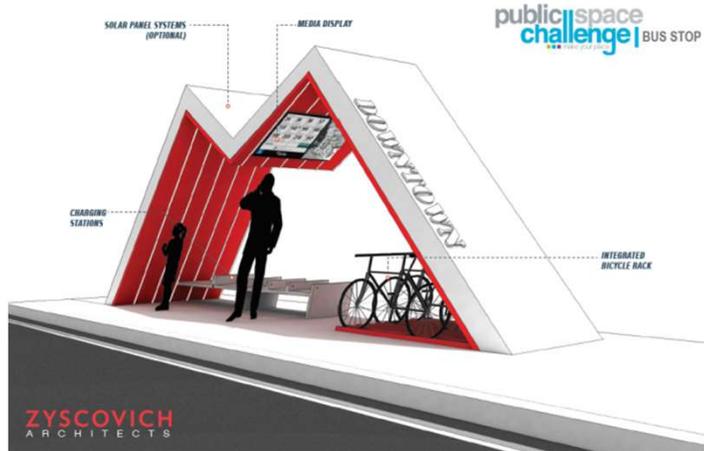


Transit – Existing
Routes: 32,34,36,40,42,92



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Transit - Possibilities



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Pedestrian Facilities - Existing



Crosswalks: Kensington, Windsor, Cleveland, Montville, Tower, Fuller Brush



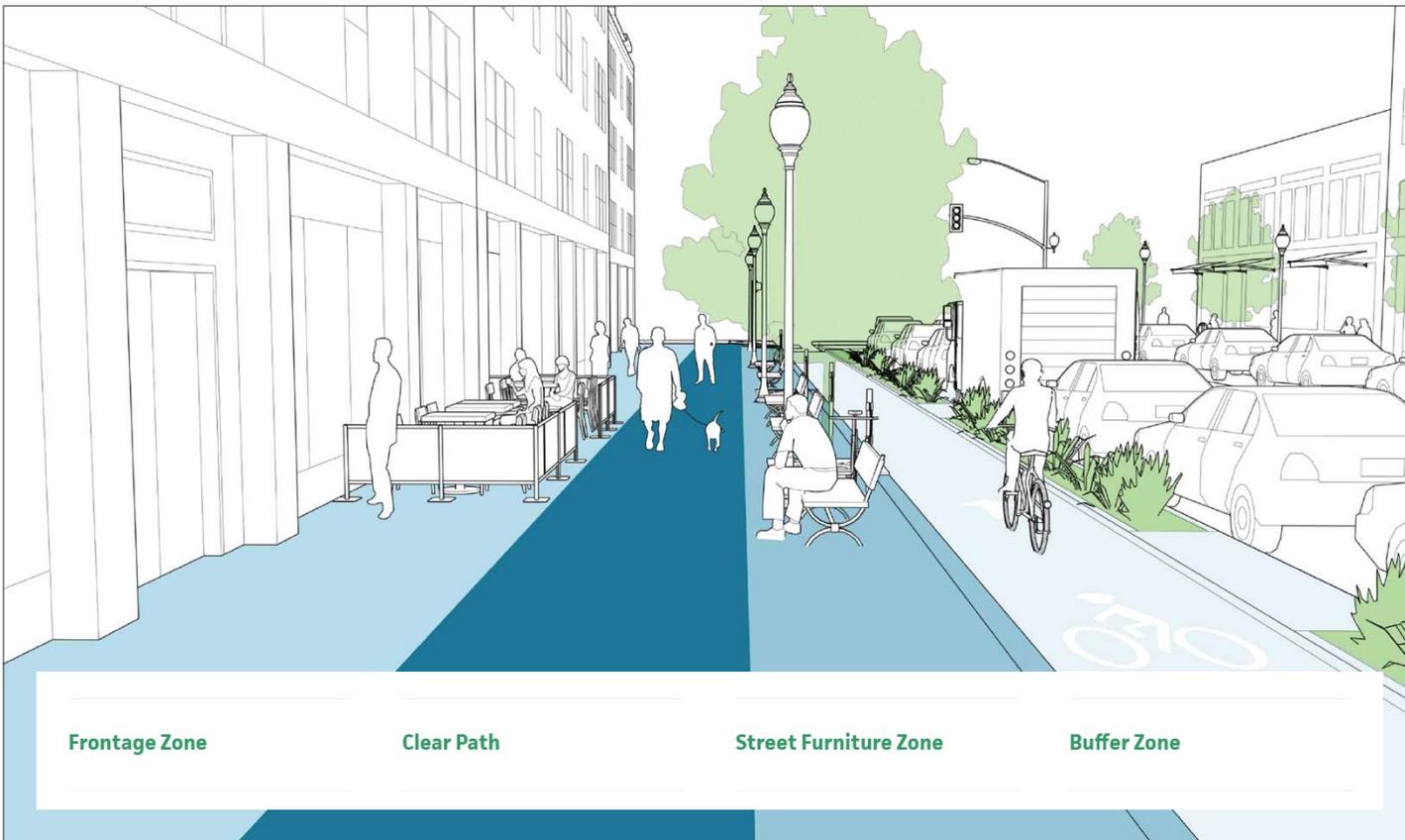
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Pedestrian Facilities - Possibilities



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Pedestrian Facilities - Possibilities



Frontage Zone

Clear Path

Street Furniture Zone

Buffer Zone

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Green Space - Existing



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Green Space - Possibilities



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Thank you for your time, and see you next week!

Please contact the project manager, Paul Bengtson, with any questions or comments about this project

paul.bengtson@hartford.gov or (860) 757 – 9056

Project Webpage: <https://tinyurl.com/NorthMainStreet>

